

Rock Creek Trail Pedestrian Bridge -- No. 048703

Category **M-NCPPC**
Agency **M-NCPPC**
Planning Area **Aspen Hill**
Relocation Impact **None.**

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

May 24, 2004
NONE
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	1,058	0	0	1,058	307	256	338	157	0	0	0
Land											
Site Improvements and Utilities	4,702	0	0	4,702	0	0	3,292	1,410	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,760	0	0	5,760	307	256	3,630	1,567	0	0	0

FUNDING SCHEDULE (\$000)

TEA-21	2,368	0	0	2,368	0	0	1,642	726	0	0	0
G.O. Bonds	3,392	0	0	3,392	307	256	1,988	841	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

The Rock Creek Hiker-Biker Trail extends 15 miles from Beach Drive at the District of Columbia line to Lake Needwood in Rock Creek Regional Park. The trail currently crosses Veirs Mill Road at grade at its signalized intersection with Aspen Hill Road. To the north of Veirs Mill Road, the trail is on street for approximately 0.2 miles traversing Aspen Hill Road, Adrian Street, Baltic Avenue, and finally the access drive to Aspen Hill Local Park before continuing northward as a trail.

The proposed pedestrian bridge would provide a grade separated crossing for the Rock Creek Hiker-Biker Trail over Veirs Mill Road and remove the need for the on street section described above. It would also provide the opportunity for local residents of the Aspen Hill community to cross Veirs Mill Road on the bridge to access bus transit or other destinations without crossing at grade at the busy intersection of Veirs Mill Road and Aspen Hill Road.

The project includes a 28-foot high stair tower on the south side of Veirs Mill Road to access the elevated bridge structure. It is envisioned that residents of Aspen Hill will use the stair tower to access relocated transit stops via the pedestrian bridge as opposed to the at-grade intersection of Aspen Hill Road and Veirs Mill Road.

The frequency of use of the stair tower will depend on pedestrian's choice between a more direct route involving crossing at-grade at a busy intersection vs. a grade separated crossing involving a more circuitous route and climbing stairs.

JUSTIFICATION

The 15-mile Rock Creek Hiker-Biker Trail is one of the most popular trails in the Washington metropolitan area. A section of the trail near the Aspen Hill Road/Veirs Mill Road intersection is discontinuous, relying on local streets within the Aspen Hill community to access the present trail termini. Further, this route requires trail users to cross Aspen Hill Road at an unsignalized crosswalk and cross Veirs Mill Road at a signalized crosswalk. Trail users encounter high levels of vehicle traffic when using both crosswalks, which are also used by transit users accessing and transferring between adjacent WMATA and County Ride-On bus stops.

On February 13, 2001, the County Council adopted Resolution 14-773 pertaining to the improvement of Veirs Mill Road/Aspen Hill intersection. Listed among the County Council's recommendations was "accommodation of a potential Rock Creek Hiker-Biker Trail bridge over Veirs Mill Road. The Council will seek State funding for this pedestrian/bicycle bridge."

Plans and Studies

The Planning Board approved the facility plan on September 11, 2003. Aspen Hill Master Plan, approved 1994. Countywide Plan of Trails, approved 1998.

Specific Data

Design

Cost Change

Inflation.

STATUS

The Maryland Department of Transportation (MDOT) is currently awaiting reauthorization of the six-year federal surface transportation legislation, currently known as TEA21, that expires September 30, 2003. As early as Fall 2003, MDOT may invite submission of new project proposals for review and consideration for

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		5,760
First Cost Estimate		
Current Scope	FY05	5,760
Last FY's Cost Estimate		0
Present Cost Estimate		5,760
Appropriation Request	FY05	0
Appropriation Req. Est.	FY06	0
Supplemental Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Facility Planning: Non-Local Parks PDF 958776
Trails: Hard Surface Design and Construction PDF 768673
Montgomery County Department of Public Works and Transportation
State of Maryland Department of Transportation

MAP

See Map Next Page

Transportation Enhancement Program (TEP) funding. Matching funds must be committed and documented in the local jurisdiction's budget prior to approval of TEP funding. The TEP application requires evidence that preliminary design has been completed and that the County Council has approved funding for the project. Projects must be advertised for construction within 18 months of the letter notifying the sponsor that funding has been awarded or the TEP funds may be withdrawn.

OTHER

The Public Arts Trust of the Arts and Humanities Council identified this project as an ideal project for incorporation of public art. The trust funded \$10,000 to include an artist on the design team during the facility planning phase.

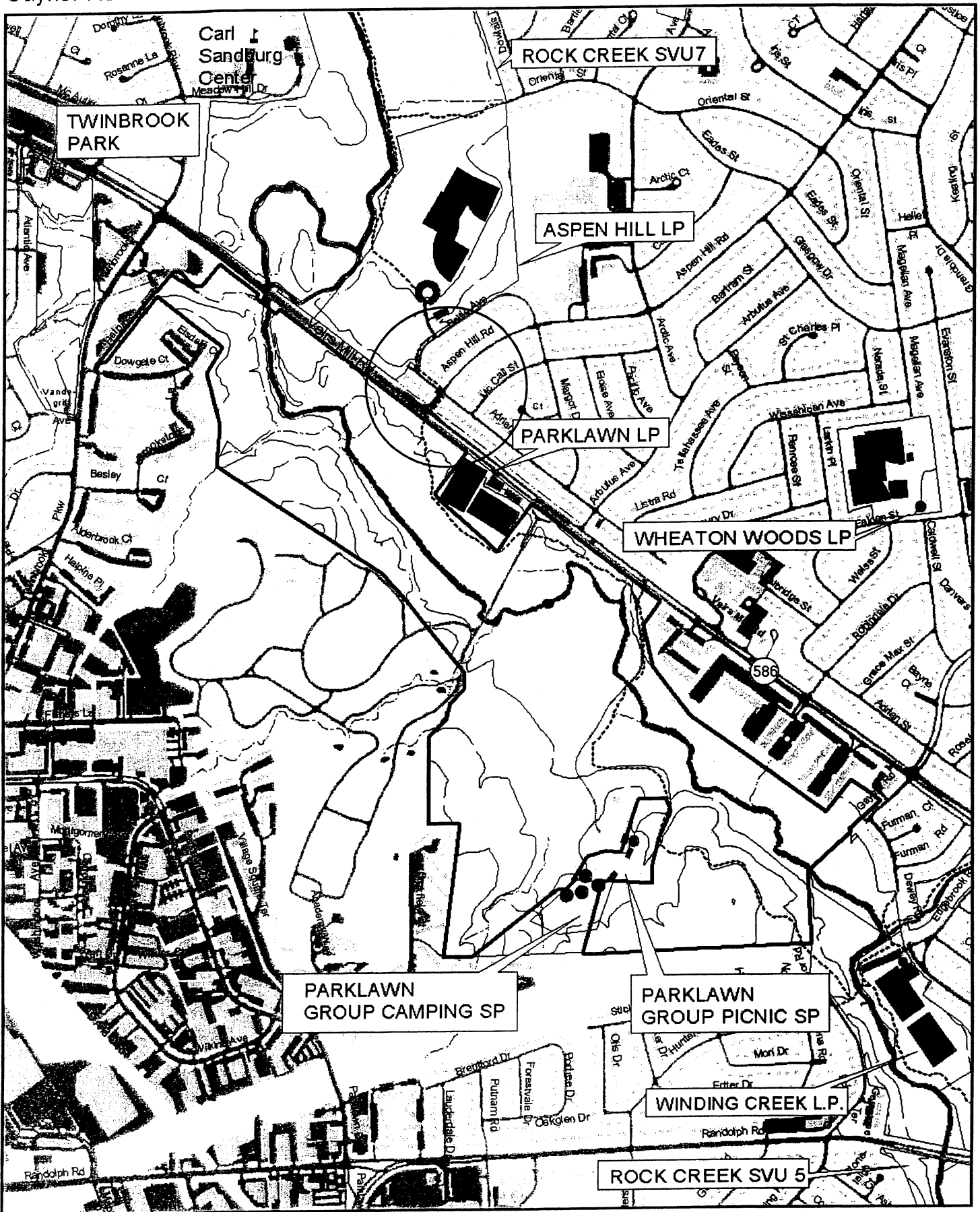
The design and planning stages, as well as final completion of the project, will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

FISCAL NOTE

The Department will seek appropriation authority to begin design if the grant is awarded.

Rock Creek Stream Valley Unit #6

Gaynor Road Northwest to Veirs Mill Road, Rockville



Acreage 215.9
Facility Code P50

Region S
Area WM

Date 07/12/2002

21-69 N

